| EVALU  | EVALUATION FORM FOR INTERSECTION LIGHTING (NEW ROADWAY/ALIGNMENT) |   |  |   |   |                      |                 | LIGHTING<br>FORM 8 |                  |
|--|---|---|--|---|---|----------------------|-----------------|--------------------|------------------|
|  | RATING  |   |  |   |   | UNLIT                | LIGHTED         |                    |                  |
| CLASSIFICATION FACTOR                          | 1   | 2   | 3  | 4   | 5   | WEIGHT<br>(A)        | WEIGHT<br>(B)   | DIFF<br>(A-B)      | RATING<br>X(A-B) |
| GEOMETRIC                                      |   |   |  |   |   |                      |                 |                    |                  |
| NUMBER OF<br>LEGS                              |   | 3   | 4  | 5   | ≥6 INCL<br>TRAFFIC CIRCLE                     | 3.0                  | 2.5             | 0.5                |                  |
| APPROACH<br>LANE WIDTH                         | >12'  | 12'   | 11'  | 10'   | <10'  | 3.0                  | 2.5             | 0.5                |                  |
| CHANNELIZATION                                 | NO TURN LANES   | LEFT TURN ON<br>MAJOR LEG                                     | LEFT TURN ALL<br>LEGS-RIGHT<br>TURN ON<br>MAJOR LEGS | LEFT AND RIGHT<br>TURN ON<br>MAJOR LEGS       | LEFT AND<br>RIGHT TURN ON<br>ALL LEGS         | 2.0                  | 1.0             | 1.0                |                  |
| CURVATURE ON APPROACH LEGS                     | <3.0°   | 3.1-6.0°  | 6.1-8.0°   | 8.1-10.0°                                     | >10°  | 13.0                 | 5.0             | 8.0                |                  |
| GRADES ON<br>APPROACH                          | <3%   | 3.0-3.9%  | 4.0-4.9%   | 5.0-6.9%                                      | >7.0%   | 3.2                  | 2.8             | 0.4                |                  |
| APPROACH<br>SIGHT DISTANCE                     | >700'   | 500'-700'   | 300'-500'  | 200'-300'                                     | <200'   | 2.0                  | 1.8             | 0.2                |                  |
| PARKING  | PROHIBITED<br>BOTH SIDES  | LOADING<br>ZONE ONLY  | OFF PEAK<br>ONLY                                     | PERMITTED<br>ONE SIDE                         | PERMITTED<br>BOTH SIDES                       | 0.2                  | 0.1             | 0.1                |                  |
|  |   |   |  |   |   | G                    | EOMETR          | IC                 |                  |
| OPERATIONAL                                    |   |   |  |   |   |                      | TOTAL           |                    |                  |
| TYPE OF CONTROL                                | ALL PHASES<br>SIGNALIZED<br>(INCL TURN LANE)                      | LEFT TURN LANE<br>SIGNAL<br>CONTROL                           | THRU TRAFFIC<br>SIGNAL<br>CONTROL ONLY               | 4-WAY STOP<br>CONTROL                         | STOP CONTROL<br>TO MINOR LEG<br>OR NO CONTROL | 3.0                  | 2.7             | 0.3                |                  |
| CHANNELIZATION                                 | LEFT AND RIGHT<br>SIGNAL<br>CONTROL                               | LEFT AND RIGHT<br>TURN LANE<br>SIGNAL CONTROL<br>MAJOR LEG    | LEFT TURN LANE<br>SIGNAL CONTROL                     | LEFT TURN LANE<br>SIGNAL CONTROL<br>MAJOR LEG |   | 3.0                  | 2.0             | 1.0                |                  |
| LEVEL OF SERVICE<br>(LOAD FACTOR)              | A<br>0  | B<br>0-0.1  | C<br>0.1-0.3   | D<br>0.3-0.7                                  | E<br>0.7-1.0                                  | 1.0                  | 0.2             | 0.8                |                  |
| SPEED LIMIT ON<br>APPROACH LEGS                | <u>&lt;</u> 25  | 30  | 35   | 40  | <u>&gt;</u> 45                                | 1.0                  | 0.2             | 0.8                |                  |
| NIGHT PEDESTRIAN<br>TRAFFIC (PEDS/KM)          | FEW OR NONE   | 0-50  | 50-100   | 100-200                                       | >200  | 1.5                  | 0.5             | 1.0                |                  |
| TRAFFIC (FEDS/RW)                              |   |   |  |   |   | OPERATIONAL<br>TOTAL |                 | NAL                |                  |
| ENVIRONMENTAL                                  |   |   |  |   |   |                      |                 |                    |                  |
| % DEVELOPMENT                                  | 0%  | 0-30%   | 30-60%   | 60-90%  | 100%  | 0.5                  | 0.3             | 0.2                |                  |
| TYPE OF<br>DEVELOPMENT<br>NEAR<br>INTERSECTION | UNDEVELOPED   | RESIDENTIAL   | ½ RESIDENTIAL<br>AND/OR<br>COMMERCIAL                | INDUSTRIAL<br>OR<br>COMMERCIAL                | STRIP INDUSTRY<br>OR<br>COMMERCIAL            | 0.5                  | 0.3             | 0.2                |                  |
| LIGHTING IN IMMEDIATE VICINITY                 | NONE  | 0-40%   | 41-60%   | 61-80%  | CONTINUOUS                                    | 3.0                  | 1.5             | 1.5                |                  |
| CRIME RATE                                     | EXTREMELY LOW   | LOWER THAN<br>CITY AVERAGE                                    | CITY AVERAGE   | HIGHER THAN<br>CITY AVERAGE                   | EXTREMELY HIGH                                | 1.0                  | 0.5             | 0.5                |                  |
|  |   |   |  |   |   | ENV                  | RONMEI<br>TOTAL | NTAL               |                  |
|  |   | GEOMETRIC TOTAL =  OPERATIONAL TOTAL =  ENVIRONMENTAL TOTAL = |  |   |   |                      |                 |                    | •                |
|  |   | SUM = POINTS WARRANTING CONDITION = 50 POINTS                 |  |   |   |                      |                 |                    |                  |